

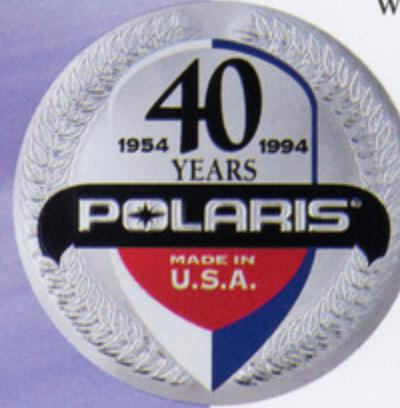
POLARIS®

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*Good News
Travels Fast.*





At Polaris, we've never had much tolerance for sitting still. Our mission is to make each year's line of snowmobiles better than the one that came before it.

It's an all-out commitment to constant improvement that's been our approach since 1954. And it's the reason Polaris is the best-selling line of snowmobiles in the world. This year, the improvements continue.

Starting with the new XTRA suspension we've given the RXL and XLT Special. It delivers an incredible 10" of travel in front and 13.1" in the rear. The result is the biggest improvement in ride and handling since our introduction of Independent Front Suspension (IFS). Rest assured, this is the technology suspensions will be measured against in the future.

The ride is also improved by new, softer seats on the 95's and our new adjustable Fox® Indy Select and Ryde AFX shocks on select models. Of course, we've also continued to improve our engines, clutches, brake systems, corrosion resistance and fit and finish. And

we've done it while keeping our sleds the lightest in their classes in terms of real weight. To top it all off, we're introducing 8 new models this year, and re-introducing one hot model from not-so-long ago. All of which means we're celebrating our 40th year with the best-riding, best-handling, highest-performing, most durable, reliable, versatile line of Polaris snowmobiles ever.

Which is news that should bring a smile to the face of every snowmobile rider.



The XLT Special gets our new XTRA suspension this year. Dampened by Fox® gas shocks, it delivers a towering 10" of travel in front and 13.1" in the rear. The result can only be described as the most revolutionary advancement in ride and handling since the introduction of Polaris Independent Front Suspension (IFS). There's more.

Indy XLT Special

Engine size has been bumped up to 597cc. Which means an even better power-to-weight ratio in this triple-cylinder rocket. There's also a wider ski stance to enhance stability, and a host of other creature comforts. XLT Special. Just reading about this one is enough to make the heart beat faster.



*Flattens Bumps.
Straightens Corners.
Stands Hair On End.*

Take a 650 triple-cylinder, electronic fuel-injected (EFI) engine, set it on our new XTRA suspension (10" of travel in front and 13.1" of travel in the rear) and Fox® gas shocks, then throw in a full complement of creature comforts. What you've got is the Indy RXL. Take a good, close look. Does it get any better than this? Standard features

Indy RXL

include handwarmers, electric fuel gauge and a liquid-cooled hydraulic disc brake for fade-free stops.

There's also a wider ski stance and E-Z Steer carbide ski runners. It all adds up to one of the most exciting machines that will blaze down a trail or across a frozen lake this year. Indy RXL. Definitely a first-class ticket out of town.



How do you improve on a legend? You give it more power. You improve the ride.

You sharpen the handling. All of which happened to the XLT and the XLT SKS this year. We bumped engine size up to 597cc for more power. Reworked the porting for better mid-range and top-end performance. And gave them both our

The XLT SKS comes standard with a deep-profile track and rotated chaincase. You can be sure this one gets its power to the ground.

Indy XLT/Indy XLT SKS

nitrogen cell cam adjustable shocks all around. Which means the machine gets

quicker. The handling gets crisper. The ride gets smoother. In short, the already hot Extra Light Triples get even better. Will the competition ever catch up?



This machine is, without question, the snortiest two-up touring snowmobile ever to move a rider toward the horizon. Built around the fuel-injected 648cc triple that makes the RXL a force, the RXL Touring makes short work of long trips. In addition to that powerful engine, you've got our XC-100 rear suspension and nitrogen cell

Indy RXL Touring

cam adjustable shocks. And, of course, lots of creature comforts. Like electric start,

reverse, E-Z Steer carbides, handwarmers, mirrors and a two-up seat with a backrest for your passenger. Looks like we've put together the ultimate touring machine.



For those who like to share their adrenalin rushes, the RXL Touring comes standard with a comfy two-up seat and passenger backrest.



We've taken the high performance of the Extra Light Triple and added a two-up seat, reverse, mirrors and electric start. It's called XLT Touring. Underneath the hood sits 597cc of power that makes getting where you want to be, well, let's just say it can be a little exciting. The Independent Front (IFS) and XC-100 rear suspensions

We've added more cc's to the XLTs this year, bumping the total up to 597cc. As if this one didn't have enough power already.

Indy XLT Touring

eat bumps like there's no tomorrow. And the Ryde AFX rear shock (a Polaris exclusive) can be quickly adjusted for any kind of one or two-up riding. Once this machine hits the trail, you can be sure touring will never be the same.



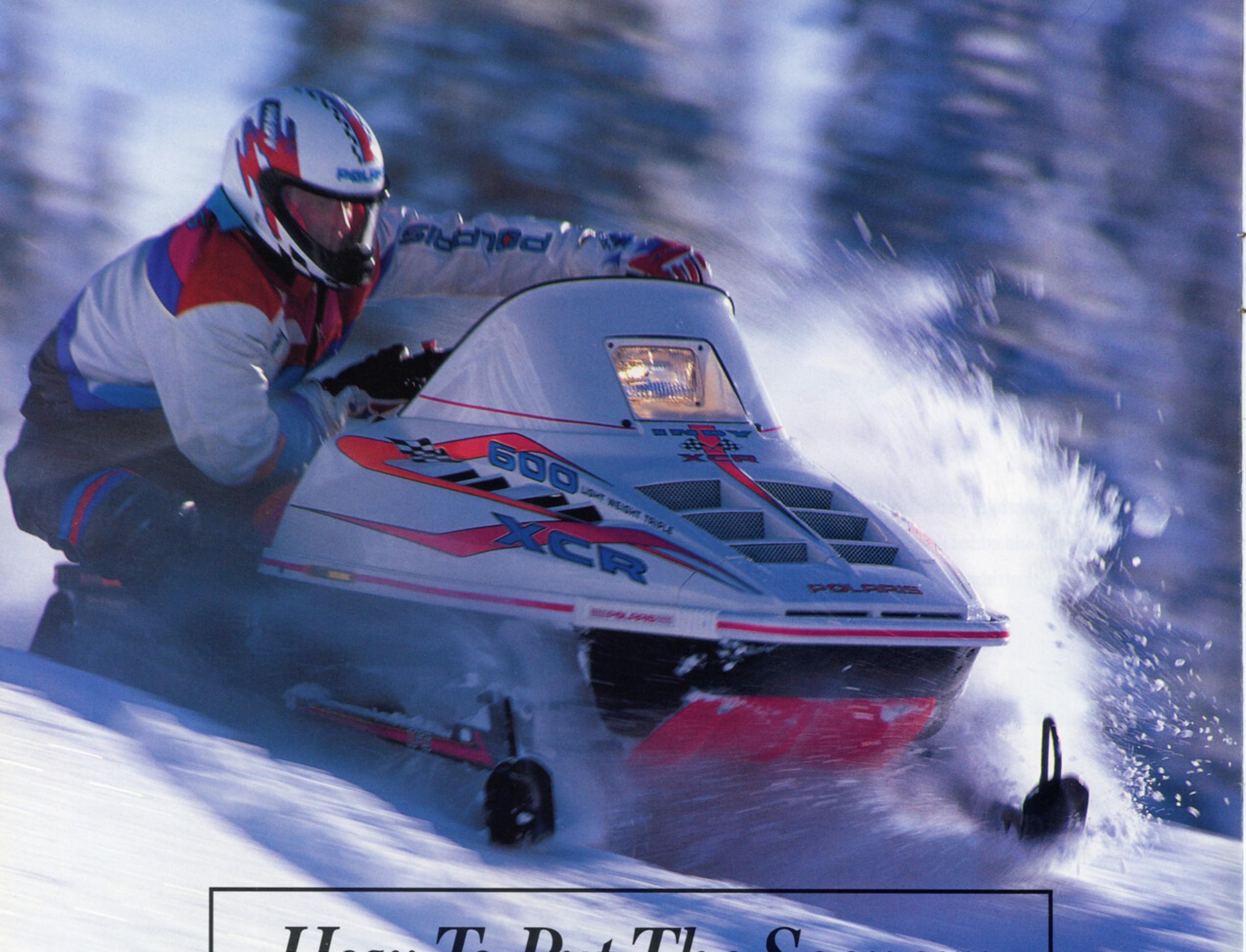
Gut-wrenching power is the Indy Storm's calling card. A beefy 800 engine resides under that hood, just waiting to come roaring to life. But don't be misled into thinking this brute is muscle-bound. Independent Front (IFS) and XC-100 rear suspensions, both of which are enhanced by our exclusive Indy Select

Indy Storm / Indy Storm SKS

adjustable compression shocks, make it one crisp-handling, smooth-riding machine. And hand and thumbwarmers lend civilization to the mix. For you mountain riders, the SKS features a 133.5" deep-profile track with snow skirts.



The Indy Storm's 800 triple-cylinder power plant breathes its fire into triple pipes. Be forewarned: This Storm produces thunder.



How To Put The Scenery On Fast Forward.

If this machine was a car, it would not be street-legal. The engine is based on the 597cc triple that powers the XLT. It's got special porting, triple 38mm carbs, and a special exhaust and manifold. For responsive handling, the ski stance is the race-legal maximum of 41" and the engine has been dropped to lower the center of gravity. Independent

Indy XCR 600

Front (IFS) and lightweight XC-101 rear suspensions (with Fox® gas shocks front and rear) take care of the moguls and washboards. And there's a padded racing seat. All of which made it *American Snowmobiler's* Snowmobile of the Year in 1994. XCR 600.



The Indy XCR 600's finely tuned, specially ported, 597cc liquid-cooled, triple-cylinder engine is fed by three 38mm carburetors.



XCR, in case anyone doesn't know, stands for Cross Country Racer. Make no mistake, this machine lives up to the name. In fact, it won the I-500 and dominated the ISOC cross country circuit in 1994. Beneath those crossed checkered flags on the hood lies a newly ported, lightweight 440 twin that eats up competition like a buzz saw. It's fed by two

The Indy XCR features a padded racing seat and contoured tank that were specially designed for the highly competitive rider.

Indy XCR 440

34mm race-legal carbs. You've also got Independent Front (IFS) and XC-101 rear suspensions, both damped by Fox® gas shocks. And there's a padded racing seat and sculpted gas tank. Which means this sled pounds the trail, not the rider.



Think of this one as the legendary Indy XCR's little brother. The resemblance is easy to see.

The Super Sport is powered by our 440 fan-cooled twin, carefully tuned for maximum performance. Nitrogen cell cam adjustable shocks on a wide 41" ski stance enhance the ride of the Independent Front (IFS) and XC-100 rear suspensions.

The Super Sport's 41" ski stance, nitrogen cell shocks and torsion bar make for smooth sailing and sharp handling on the trail.

Indy Super Sport

There are carbide ski runners and a torsion bar for great handling on the trails. You also get a

backlit speedometer and tach, indicator lights and hand and thumbwarmers. Not to mention a low profile for a look so hot this sled sizzles when it's just sitting on the snow.





POLARIS

INDY 500



*Good Thing Snow
Doesn't Catch Fire.*



If you're looking for a versatile machine that can breathe some fire, look no further than the 500 EFI. Its 500 liquid twin puts plenty of power under your right thumb, while Electronic Fuel Injection (EFI) provides spot-on fuel delivery for instantaneous throttle response at any temperature or altitude. A smooth ride comes

Electronic Fuel Injection on the 500 EFI translates to fast throttle response and spot-on fuel delivery at any temp or altitude.

via Independent Front (IFS) and XC-100 rear suspensions. And

you've got a full array of gauges and lights, as well as hand and thumbwarmers. For mountain riding, the SKS has an extended deep profile track and snowskirts.



In 1990 it was named Snowmobile of the Decade by the readers of *Snowmobile Magazine* for its versatility, powerful performance and bullet-proof design. One reader put it in pretty simple terms: "The ultimate sled." So for '95, the Indy 500 Carb returns, powered by the 488cc liquid-cooled twin cylinder engine that made it famous the first time around.

The 500 Carb, like all of the new-look Indys, features a molded handlebar cover with integrated controls for hand and thumbwarmers.

Indy 500 (Carb)

Only now, it's got XC-100 rear suspension and nitrogen cell cam adjustable shocks. Not to mention all the improvements that came with the new look we gave our liquid twins last year. Isn't it great when a good thing gets even better?





From ski tips to snowflap, the Indy Classic was built with one purpose in mind: to help you get more enjoyment out of snow. And rest assured, this snowmobile delivers. A great ride comes courtesy of a 40" ski stance supplemented by our Independent Front (IFS) and XC-100 rear suspensions with nitrogen cell cam adjustable shocks all

The Classic's automotive-style instrument pod and console includes an electric fuel gauge, backlit speedometer and tachometer.

Indy Classic

around. There's also reverse gear (conveniently located on the handlebar cover), electric start, snow ingestion screens, electric fuel gauge, rear view mirrors and hand and thumb-warmers. Everything you need to put miles and miles of trail underneath your track.



The Indy 440 delivers handling, economy, power and light weight in a combination few sleds can match. Not to mention a ride that's among the best on snow. It's provided by nitrogen cell cam adjustable shocks on the Independent Front Suspension (IFS) and XC-100 rear suspension (which is new to the 440s this year). The SKS features a

Indy 440/440 SKS

133.5" deep-profile track and snow skirts. But the features don't end there. You also get our new Easy Throttle system (not on SKS), speedometer, tachometer, tripmeter, E-Z Steer carbide skags (not on SKS) and hand and thumbwarmers. Very nice.



New this year to the Indy 440 and 440 SKS is our XC-100 rear suspension. It provides a full 8" of travel for a great ride.



In the mountains of British Columbia, the world's best snowmobilers race each other down the hills. They're looking for the best place to go fast. And they're finding it.

The Polaris Indy Trail is built for speed. It has a powerful engine, a smooth transmission, and a suspension system designed to handle the rough terrain.

It's also built for comfort. The rider seat is ergonomically designed to provide maximum support and stability. The handlebars are adjustable, so you can find the perfect position for your ride.

The Polaris Indy Trail is the perfect machine for those who want to experience the thrill of snowmobiling at its best. It's built to last, and it's built to go fast. So if you're looking for a snowmobile that can handle anything, look no further than the Polaris Indy Trail.

A Touring Machine Shouldn't Handle Like A Motorhome.



Impressive handling and acceleration are not things you'd normally expect from a one-up touring machine.

But that's exactly what the Indy Trail was built to provide. Its powerful 488cc fan-cooled twin means instant response when you get on the new Easy Throttle. And features like E-Z Steer carbides and Independent Front (IFS) and XC-100 rear suspen-

Indy Trail

sions make handling the corners and moguls a breeze.

Of course, the Trail also comes with plenty of long-

haul features. Including hand and thumb-warmers and a large 10.7-gallon fuel tank. Because when a snowmobile performs this well, you don't ever want to stop.

The Trail features a halogen headlamp that's 25 percent brighter for better visibility on the trail. Why stop when the sun goes down?





If you like your accommodations a little more on the plush side, check out the Indy Trail Deluxe.

You get a two-up seat with a multi-position backrest, and footrests for your passenger. A high windshield. Hand and thumbwarmers. Speedo, tripmeter, rear view mirrors, reverse and electric start. It's all there. And so is a ride that will leave

Accessory color-coordinated touring bags give you storage room for extra clothes, maps or whatever else you might need on the trail.

Indy Trail Deluxe

you wanting for nothing — thanks to a 40" ski stance, E-Z Steer carbide ski runners and

Independent Front (IFS) and XC-100 rear suspensions. Not to mention our powerful 488cc fan-cooled twin. No question about it. This one lets you travel in high style.



One look at the Indy WideTrak LX, and you know that this sled pulls its own weight. And then some. It combines our powerful 488cc liquid-cooled twin with a 20" x 156" track and high/low range transmission for plenty of grunt when the going gets tough. Reverse gear adds the versatility to get out of tight spots. There's under-

Indy WideTrak LX/GT

seat storage. And an adjustable handlebar and two-up seat with a backrest for com-

fort. The WideTrak GT gives you all that in combination with our fan-cooled 488cc engine and a 20" x 141" track. With either one of these, you're getting a workhorse.

The WideTrak GT and LX come standard with a high/low transmission and reverse. Very handy when you find yourself in a tight spot.





The Indy Sport has long been one of our most popular machines. Little wonder. With its 440 fan-cooled twin, it provides a great combination of power and economy. And thanks to Independent Front Suspension (IFS) and a rear suspension with 6.5" of travel, it delivers the smooth ride and responsive handling for which Indys are renowned. There are

On this machine, the going is good. And the stopping isn't bad either. Hydraulic disc brakes stop the Indy Sport in short order.

Indy Sport

also many amenities to go along with that. Including a speedometer, tripmeter, hand and thumbwarmers, sharp-looking one-piece seat, and a low oil light and high beam indicator. Check those features carefully. They add up to one of the best buys on snow.



For those of you who like to share your fun, we built the new Indy Sport Touring. Its 440 fan-cooled twin provides the same great combination of power and economy riders have come to expect from the Indy Sport. Only now, it comes with the two-up comfort of a touring sled. And Independent Front Suspension (IFS) and XC-100 rear

The Sport Touring has a 10.7 gallon fuel tank. Combined with the way its engine sips fuel, that means a lot of fun between fill-ups.

Indy Sport Touring

suspension (8" of travel) mean the ride isn't missing a thing. You also get a two-up seat with a backrest for your passenger, handwarmers and a lot of other features to make life pleasant on the trails. Think of it as a good time built for two.



The Trail Starts Here.



If you're looking for an affordable way into snowmobiling, or for a machine the whole family can enjoy, nothing beats the Indy Lites. Take the Indy Lite GT. It's 340 fan-cooled twin delivers peppy, yet economical, performance. Its Independent Front Suspension (IFS) and plush rear suspension keep the ride smooth and comfy. You also get a

Indy Lite GT

number of "big sled" features, including a 133.5" track and a two-up seat with a passenger backrest and storage rack. Not to mention hand and thumbwarmers and a tall windshield to keep the cold from getting to you on long rides. All for a price that won't break the bank.

Stretched over its 133.5" track, the Lite GT features a two-up seat with a passenger backrest. Got a friend who wants to tag along?





It's been said that sometimes the best things come in small packages. With the Indy StarLite, that's certainly the case. Take this little beauty out on a twisting trail and you're in for a good time. No, make that a great time. The Independent Front Suspension (IFS) and rear suspension let you handle the bumps with ease. Not to mention

The Indy StarLite's track measures a full 121 inches for great traction and a quality ride in a wide variety of snow conditions.

Indy StarLite

the corners, which is another place this light sled really shines. Powering it all down the trail, you've got a fan-cooled 250 engine that's extremely easy on gas and as reliable as anything on snow. Who would have thought a small sled could be such big-time fun?



Throw the Indy Lite into a hairpin corner, or run it over a long stretch of washboard, and you learn that this is more than an economy sled. The 340 engine is coupled to a chaincase style drivetrain for efficient power transfer. Add to that the Independent Front (IFS) and plush rear suspensions, and you'll be holding your

Indy Lite / Lite Deluxe

own on the trail. If you like a few added features, there's the Lite Deluxe. It adds plenty of extra creature comforts to the package. Including electric start, hand and thumbwarmers and E-Z Steer carbide skags. Either way, you're in for a great ride.

The Lites are the lightest full-sized sleds with Independent Front Suspension (IFS). You don't have to pay a lot for a quality ride.





Polaris Pom Hats



The Look Is Sizzling, Not To Mention Toasty.

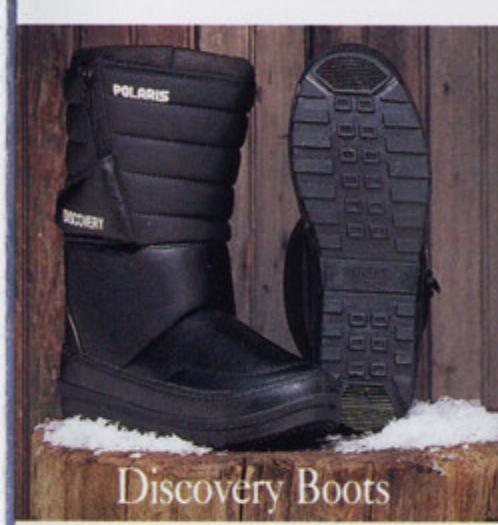




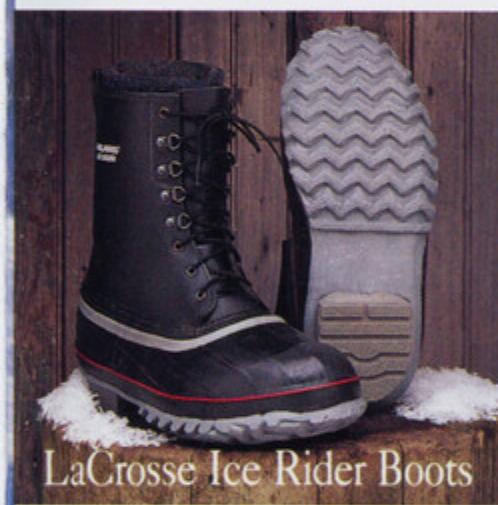
Polaris Rooftop Hats



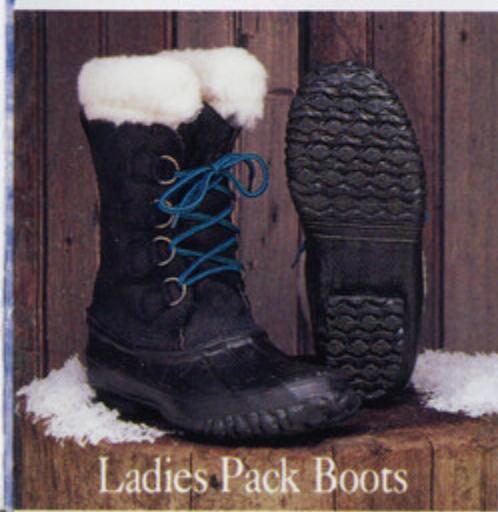
Ladies White Boots



Discovery Boots



LaCrosse Ice Rider Boots



Ladies Pack Boots



Indy 440 Wedge



Indy Storm Wedge



Moto 6 Kevlar



Kevlar Wedge



d



e

There's no better way to outfit yourself for a season on the snow than with Polaris WinterWear. **a** (From left to right) Men's Star Leather Suit, Women's Snowflower Jacket, Women's Free Spirit Jacket, Men's Competition Jacket. **b** Men's XLT Leather Suit, New Polaris Men's White Racing Leathers. **c** Men's and Women's Aggressor Pants, Snowmobile and Snowflake Sweaters. **d** Fleece Baseball Jacket, Plum Fleece Suit. **e** Polaris Snowmobile, Snowflake and Indy Lightning Sweaters.

f Men's Extreme Suit and Kevlar Wedge Helmet.

NOTE: This is just a sampling of Polaris

WinterWear. There are many styles, colors and sizes available. To see it all, ask your dealer to show you our complete catalog.



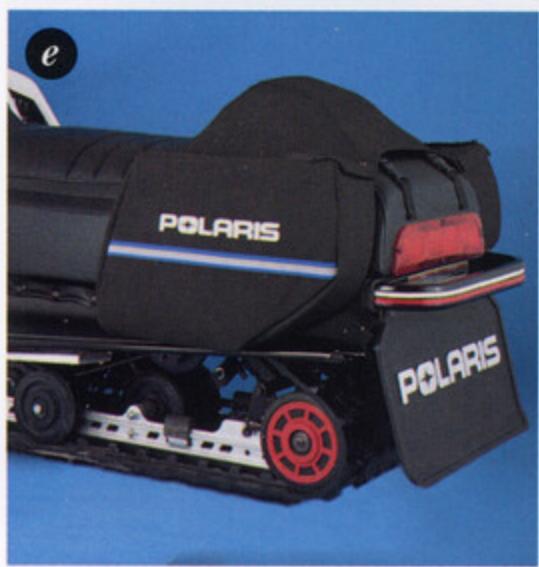


Premium Cover, Super Cover



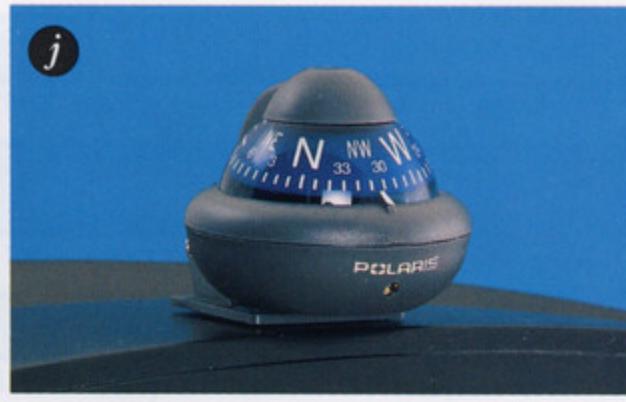
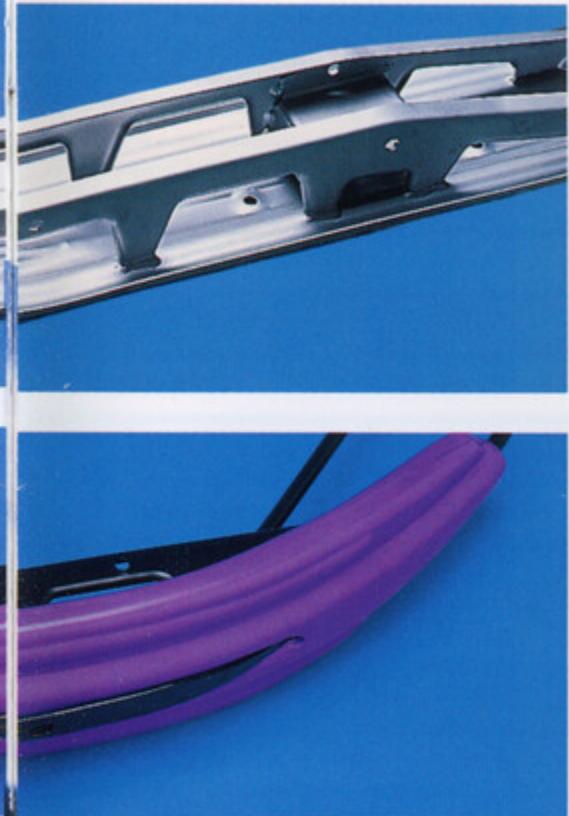
Electric
START

Accessory Electric Start Kits





Coverall and Packable Dust Cover



We offer everything to outfit your sled, all built to Polaris standards. **a** Indy Trail Deluxe with Saddlebags and Tank Bag. **b** Registration Numbers. **c** Accessory Handlebar Pouch (fits all Indy styles). **d** Tank Bag and Cover with Mapholder. **e** New Propex Saddlebags. **f** E-Z Throttle System. **g** Skidplate for new Indy styles. **h** Accessory Aluminum Skis. **i** Ski Skins and E-Z Steer Skags.

j X-10 Compass. **k** Polaris Lubricants. **l** Low and Mid-height Windshields. **m** Polaris Dufflebags. **n** Accessory Long Track Kit (not available for Indy Lites). **o** Accessory Reverse. **p** Track Studs and Tunnel Strips. NOTE: This is just a sampling of the accessories available. Your dealer can show you our complete catalog.



Fox® Shocks

1995 MODEL	INDY STARLITE	INDY LITE (INDY LITE DELUXE)	INDY LITE GT	INDY SPORT (SPORT TOURING)	INDY SUPER SPORT	INDY TRAIL (TRAIL DELUXE)	INDY 440 (INDY 440 SKS)
SPECIFICATIONS							
ESTIMATED DRY WEIGHT, (LBS/KGS)	378 / 171.5	393 / 178.3 (411 / 186.4)	430 / 195	426 / 193.2 (467 / 211.8)	433 / 196.4	466 / 211.4 (522 / 236.8)	473 / 214.6 (486 / 220.4)
HEIGHT, (IN/CM)	44 / 111.8	44 / 111.8	48 / 121.9	44 / 111.8 (45 / 114.3)	38.5 / 97.8	46 / 116.8 (48 / 121.9)	46 / 116.8
LENGTH, (IN/CM)	105 / 266.7	105 / 266.7	115 / 292.1	106.25 / 269.9 (113 / 287)	106.25 / 269.9	107 / 271.8 (113 / 287)	107 / 271.8 (113 / 287)
MAXIMUM COMPRESSED WIDTH, (IN/CM)	42.5 / 108	42.5 / 108	42.5 / 108	43.5 / 110.5	45.5 / 115.6	45.5 / 115.6	45.5 / 115.6 (43.5 / 110.5)
MAX. SKI CENTER DISTANCE, (IN/CM)	37 / 94	37 / 94	37 / 94	38 / 96.5	41 / 104.1	40 / 101.6	40 / 101.6 (38 / 96.5)
FUEL CAPACITY, (U.S. GALS/IMP/LITERS)	8 / 6.7 / 30.3	8 / 6.7 / 30.3	8 / 6.7 / 30.3	10.7 / 8.9 / 40.5	10.7 / 8.9 / 40.5	10.7 / 8.9 / 40.5	10.7 / 8.9 / 40.5
ENGINE, (CC, COOLING, CYLINDERS)	244 Fan-Cooled Single	339 Fan-Cooled Twin	339 Fan-Cooled Twin	432 Fan-Cooled Twin	432 Fan-Cooled Twin	488 Fan-Cooled Twin	432 Liquid-Cooled Twin
BORE X STROKE, (mm)	72 X 60	62.3 X 55.6	62.3 X 55.6	67.72 X 60	67.72 X 60	72 X 60	67.72 X 60
CARBURETION	1-VM30SS Slide	2-VM30SS Slide	2-VM30SS Slide	2-VM34SS Slide	2-VM34SS Slide	2-VM34SS Slide	2-VM34SS Slide
LUBRICATION	Oil Injection	Oil Injection	Oil Injection	Oil Injection	Oil Injection	Oil Injection	Oil Injection
IGNITION	CDI	CDI	CDI	CDI	CDI	CDI	CDI
ALTERNATOR OUTPUT	12V 150W	12V 150W	12V 150W	12V 200W	12V 200W	12V 200W	12V 200W
BRAKE TYPE	Mechanical Disc	Mechanical Disc	Mechanical Disc	Hydraulic Disc	Hydraulic Disc	Hydraulic Disc	Hydraulic Disc
TRACK WIDTH / LENGTH, (INCHES)	15 X 121	15 X 121	15 X 133.5	15 X 121 (15 X 133.5)	15 X 121	15 X 121 (15 X 133.5)	15 X 121 (15 X 133.5)
FRONT SUSPENSION TYPE	IFS	IFS	IFS	IFS	IFS	IFS	IFS
TORSION BAR	Optional	Optional	Optional	Optional	Standard	Standard	Standard
FRONT SHOCKS	Hydraulic	Hydraulic	Hydraulic	Hydraulic	Nitrogen Cell, Cam Adj.	Nitrogen Cell, Cam Adj.	Nitrogen Cell, Cam Adj.
MAXIMUM FRONT TRAVEL, (IN/CM)	7 / 17.8	7 / 17.8	7 / 17.8	7.25 / 18.4	8 / 20.3	8 / 20.3	8 / 20.3 (7.25 / 18.4)
REAR SUSPENSION TYPE	Slide Rail	Slide Rail	Slide Rail	Slide Rail (XC-100)	XC-100	XC-100	XC-100
REAR SHOCKS	Hydraulic	Hydraulic	Hydraulic	Hydraulic (Nitrogen Cell & Hydraulic)	Nitrogen Cell & Hydraulic	Nitrogen Cell & Hydraulic	Nitrogen Cell & Hydraulic
REAR SUSPENSION AXLE TRAVEL, (IN/CM)	6.5 / 16.5	6.5 / 16.5	6.5 / 16.5	6.5 / 16.5 (8 / 20.3)	8 / 20.3	8 / 20.3	8 / 20.3
HEADLIGHT, (HIGH/LOW WATTS, TYPE)	60/60 Incandescent	60/60 Incandescent	60/60 Incandescent	60/60 Incandescent	60/60 Incandescent	2-37.5/60 Halogen	2-37.5/60 Halogen
REVERSE	Optional	Optional	Optional	Optional	Optional	Optional (Standard)	Optional
ELECTRIC START	n/a	Optional (Standard)	Optional	Optional	Optional	Optional (Standard)	Optional
SPEEDOMETER / TRIPMETER	Optional	Standard	Standard	Standard	Standard	Standard	Standard
TACHOMETER	n/a	n/a	n/a	Optional	Standard	Standard (Optional)	Standard
HANDWARMERS	Optional	Optional (Standard)	Standard	Standard	Standard	Standard	Standard
THUMBWARMER	Optional	Optional (Standard)	Standard	Standard (Optional)	Standard	Standard	Standard
ELECTRIC FUEL GAUGE	n/a	n/a	n/a	Optional	Optional	Optional	Optional
HIGH BEAM INDICATOR LIGHT	n/a	n/a	n/a	Standard	Standard	Standard	Standard
LOW OIL INDICATOR LIGHT	Optional	Optional (Standard)	Standard	Standard	Standard	Standard	Standard
HIGH TEMP INDICATOR LIGHT	n/a	n/a	n/a	n/a	n/a	n/a	Standard
CARBIDE SKI RUNNERS	Optional	Opt. (Std, E-Z Steer)	Optional	Optional	Standard	Standard, E-Z Steer	Std, E-Z Steer (Std non E-Z)
SKID PLATE	n/a	n/a	n/a	Optional	Optional	Optional	Optional
ADJUSTABLE HANDLEBARS	Standard	Standard	Standard	Standard	Standard	Standard	Standard
TOW HITCH	Optional	Optional	Standard	Optional	Optional	Optional	Optional
MIRRORS	Optional	Optional	Optional	Optional	Optional	Optional (Standard)	Optional
FRONT BUMPER	Optional	Optional	Standard	Standard	Standard	Standard	Standard
STORAGE RACK	Optional	Optional	Standard	Optional	Optional	Optional	Optional
BACKREST / TWO-UP SEAT	n/a	n/a	Standard	Optional (Standard)	Optional	Optional (Standard)	Optional
EASY THROTTLE SYSTEM	n/a	n/a	n/a	Optional	Optional	Standard (Optional)	Standard (Optional)

POLARIS RESERVES THE RIGHT TO CHANGE SPECIFICATIONS AT ANY TIME WITHOUT INCURRING OBLIGATION.

<u>INDY XCR 440</u> <u>(INDY XCR 600)</u>	<u>INDY WIDETRAK GT</u> <u>(INDY WIDETRAK LX)</u>	<u>INDY CLASSIC</u> <u>(INDY 500 CARB)</u>	<u>INDY 500 EFI</u> <u>(500 EFI SKS)</u>	<u>INDY XLT</u> <u>(INDY XLT SKS)</u>	<u>INDY XLT TOURING</u>	<u>INDY XLT SPECIAL</u>	<u>INDY RXL</u> <u>(INDY RXL TOURING)</u>	<u>INDY STORM</u> <u>(INDY STORM SKS)</u>
459 / 208.2 (476 / 215.9)	544 / 246.8 (590 / 267.6)	502 / 227.7 (475 / 215.5)	492 / 223.2 (502 / 227.7)	471 / 213.6 (480 / 217.7)	539 / 244.5	494 / 224.1	523 / 237.2 (564 / 255.8)	550 / 249.5 (561 / 254.5)
38.5 / 97.8	49 / 129.5	46 / 116.8 (40 / 101.6)	46 / 116.8	44 / 111.8	48 / 121.9	43 / 109.2	43 / 109.2 (45 / 114.3)	38.5 / 97.8 (44 / 111.8)
106.25 / 269.9	121.5 / 308.6 (128 / 325.1)	107 / 271.8	107 / 271.8 (113 / 287)	106.25 / 269.9 (113 / 287)	113 / 287	106.25 / 269.9	106.25 / 269.9 (113 / 287)	106.25 / 269.9 (113 / 287)
45.5 / 115.6	43.5 / 110.5	45.5 / 115.6	45.5 / 115.6 (43.5 / 110.5)	45.5 / 115.6 (43.5 / 110.5)	45.5 / 115.6	49 / 124.5	49 / 124.5 (45.5 / 115.6)	45.5 / 115.6 (43.5 / 110.5)
41 / 104.1	38 / 96.5	40 / 101.6	40 / 101.6 (38 / 96.5)	40 / 101.6 (38 / 96.5)	40 / 101.6	43.5 / 110.5	43.5 / 110.5 (40 / 101.6)	40 / 101.6 (38 / 96.5)
9.5 / 7.9 / 36	10 / 8.3 / 37.8	10.7 / 8.9 / 40.5	10.7 / 8.9 / 40.5	10.7 / 8.9 / 40.5	10.7 / 8.9 / 40.5	10.7 / 8.9 / 40.5	10.7 / 8.9 / 40.5	10.7 / 8.9 / 40.5
439 Liquid-Cooled Twin (597 Liquid-Cooled Triple)	488 Fan-Cooled Twin (488 Liquid-Cooled Twin)	488 Liquid-Cooled Twin	Fuel-Injected, 488 Liquid-Cooled Twin	597 Liquid-Cooled Triple	597 Liquid-Cooled Triple	597 Liquid-Cooled Triple	Fuel-Injected, 648 Liquid-Cooled Triple	794 Liquid-Cooled Triple
68.25 X 60 (65 X 60)	72 X 60	72 X 60	72 X 60	65 X 60	65 X 60	65 X 60	67.72 X 60	72 X 65
2-VM34SS (3-VM38SS)	2-VM34SS Slide	2-VM38SS Slide	2-46mm Throttle Bodies	3-VM34SS Slide	3-VM34SS Slide	3-VM34SS Slide	3-46mm Throttle Bodies	3-VM38SS Slide
Oil Injection	Oil Injection	Oil Injection	Oil Injection	Oil Injection	Oil Injection	Oil Injection	Oil Injection	Oil Injection
CDI	CDI	CDI	CDI	CDI	CDI	CDI	CDI	CDI
12V 200W (12V 170W)	12V 200W	12V 200W	12V 250W	12V 170W	12V 170W	12V 170W	12V 180W	12V 170W
Liquid-Cooled Hyd. Disc	Mechanical Disc	Hydraulic Disc	Hydraulic Disc	Hydraulic Disc	Hydraulic Disc	Hydraulic Disc	Liquid-Cooled Hyd. Disc	Liquid-Cooled Hyd. Disc
15 X 121	20 X 141 (20 X 156)	15 X 121	15 X 121 (15 X 133.5)	15 X 121 (15 X 133.5)	15 X 133.5	15 X 121	15 X 121 (15 X 133.5)	15 X 121 (15 X 133.5)
IFS	IFS	IFS	IFS	IFS	IFS	IFS XTRA	IFS XTRA (IFS)	IFS
Standard, Adjustable	Optional	Standard	Standard	Standard	Standard	Standard	Standard	Standard
Fox® Gas Pressurized IFP, Cam Adj.	Hydraulic	Nitrogen Cell, Cam Adj.	Nitrogen Cell, Cam Adj.	Nitrogen Cell, Cam Adj.	Nitrogen Cell, Cam Adj.	Fox® Gas Press. IFP & Cam Adj.	Fox® Gas Press. IFP & Cam Adj. (Nitrogen Cell, Cam Adj.)	Indy Select, Adj. Compress. w/ Nitrogen Cell & Cam Adj.
8 / 20.3	7.25 / 18.4	8 / 20.3	8 / 20.3 (7.25 / 18.4)	8 / 20.3 (7.25 / 18.4)	8 / 20.3	10 / 25.4	10 / 25.4 (8 / 20.3)	8 / 20.3 (7.25 / 18.4)
XC-101	Slide Rail	XC-100	XC-100	XC-100	XC-100	XTRA	XTRA (XC-100)	XC-100
Fox® Gas Pressurized IFP	Hydraulic	Nitrogen Cell & Hydraulic	Nitrogen Cell & Hydraulic	Nitrogen Cell & Hydraulic	Ryde AFX, Adj. Compress. & Hydraulic	Fox® Gas Pressurized, IFP	Fox® Gas Press, IFP (Nitrogen Cell & Hydraulic)	Indy Select, Adj. Compress. Nitrogen Cell & Hydraulic
8 / 20.3	7 / 17.8 (9 / 22.9)	8 / 20.3	8 / 20.3	8 / 20.3	8 / 20.3	13.1 / 33.3	13.1 / 33.3 (8 / 20.3)	8 / 20.3
60/55 Halogen	60/55 Halogen	2-37.5/60 Halogen	2-37.5/60 Halogen	60/55 Halogen	2-37.5/60 Halogen	60/55 Halogen	60/55 Halogen	60/55 Halogen
Optional	Standard & Low Range	Standard (Optional)	Optional	Optional	Standard	Optional	Optional (Standard)	Optional
TBA	Optional	Standard (Optional)	Optional	Optional	Standard	Optional	n/a (Standard)	n/a
Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard
Standard	Optional (Standard)	Standard	Standard	Standard	Standard	Standard	Standard	Standard
Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard
Standard	Standard	Standard	Standard	Standard	Standard	Standard	n/a	Standard
n/a	n/a	Standard (Optional)	Optional	Optional	Standard	Optional	Standard	Optional
Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard
Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard
Standard	n/a (Standard)	Standard	Standard	Standard	Standard	Standard	Standard	Standard
Standard	Standard	Std. E-Z Steer (Std non E-Z)	Standard	Standard	Standard, E-Z Steer	Standard, E-Z Steer	Standard, E-Z Steer	Standard
Standard	n/a	Optional	Optional	Optional	Optional	Optional	Optional	Optional
Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard
Optional	Standard	Optional	Optional	Optional	Optional	Optional	Optional	Optional
Optional	Optional	Standard (Optional)	Optional	Optional	Standard	Optional	Optional (Standard)	Optional
Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard
Optional	Standard	Optional	Optional	Optional	Optional	Optional	Optional	Optional
Optional (n/a)	Standard	Optional	Optional	Optional	Standard	Optional	Optional (Standard)	Optional
Optional	Optional	Optional	n/a	Optional	Standard	Optional	n/a	Optional

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